

Advertisements.

PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zee-lan Street, on SATURDAY, the 10th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

[793]

TO LET.

ROOMS Suitable for OFFICES in ICE HOUSE LANE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 9th May, 1896. [794]

TO LET.

TWO LARGE UNFURNISHED ROOMS, in a NICE HOUSE.
Apply to
KNUTSON TERRACE, No. 7, KOWLOON.
Hongkong, 9th May, 1896. [795]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship
Captain Davis, will be despatched for the above Ports on TUESDAY, the 12th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 9th May, 1896. [792]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA, VIA AMOY.
The Company's Steamship
Captain Davis, will be despatched for the above Ports on TUESDAY, the 12th instant, at 5 P.M.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th May, 1896. [796]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
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Hongkong, 9th May, 1896. [797]

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Intimations.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 9, 1896.

IMPERIALISM.

We take note of Mr. GRANVILLE SHARP's lecture delivered in the rooms of the Odd Volumes Association yesterday evening, which we reproduce this evening, not in its entirety, but so much of it only as is Mr. SHARP's own and not Dr. WELDON's. We should have been better pleased if, instead of quoting at length from that gentleman, whoever he is, the lecturer had given us his own views and in his own words. He is as fully capable as Dr. WELDON of instructing and entertaining us on the subject of Imperialism, and of the Empire, and probably knows more about the Queen's Dominions and has a wider and more varied experience than the Head Master of Harrow. We regret, however, that Mr. SHARP did not in his lecture cover the whole of the ground embraced by the title as published, "Imperialism and the British Empire." We had a very well put together panorama of the Empire from East to West and from North to South, with many allusions, eminently suggestive, to the different sections of that empire, their peculiarities and specialities, but Mr. SHARP said nothing about Imperialism, except by way of reply to some observations made by one of his audience in reply to a call from the Chairman. We do not think that Mr. SHARP, on consideration, will himself accept what he then said as a definition of the word, or as representing in any sense the many meanings in which it is used. It certainly has nothing to do with the difference between royalty and sovereignty on the one side, as illustrated in our present monarchical institutions, and republicanism on the other. It has nothing to do with our love and respect for our present Most Gracious Sovereign and our loyalty towards the present dynasty. Mr. SHARP spoke without taking time to reflect. Imperialism means, in England and in the Colonies, something very different from what it has ever meant since the days of AUGUSTUS CÆSAR. Before his day, while Rome was still a Republic, the Imperium Romanum, if the phrase was used, implied the supremacy of the Roman people over a subject world. Under the Emperors it denoted the absolute rule of one man over the whole Roman world, citizens and strangers alike, and for five hundred years in the Western and fourteen hundred years in the Eastern Empire retained the same meaning: it denoted absolute power vested in one man over subject races and peoples for whom his word was law. The word again appears in mediæval Europe with a considerable variation in its significance and in its practical application. The Holy Roman Empire was instituted by CHARLEMAGNE, and in him perhaps, but it is doubtful, it implied supreme power over many subject nations, not yet risen to the dignity of states. Europe, strictly speaking, only broke up into separate states after his death, and from that time the Emperors, his successors, only ruled over subject states, each having its own constitution and its own ruler, and as century after century passed by, his power grew smaller by degrees and beautifully less, until, when the Emperor FRANCIS resigned the title in 1806, on the advent of NAPOLEON, there was very little left of the power and dignity that once environed the great founder of the Empire, and the Imperial title was but an empty name. The NAPOLEONS, both of them, gave themselves the title of Emperor. NAPOLEON THE GREAT was Emperor, a great conqueror, a great law-giver, ruling over subject nations and Princes by force of his will. NAPOLEON THE LESS ruled only over one kingdom and there was nothing Imperial about him but the name, but the idea involved in the title even in his day was that of personal autocratic government, apart from all constitutional forms. The new-made Empire of Germany is a revival, in great part, of the Holy Roman Empire, divested of all assumption of power or authority over Germany and her colonies. It is a confederation of states each having its own independent government and each sharing by its representatives in the administration and direction of the whole. The Emperor-King is the outward representative of the Unity of States-forming the Empire. In Russia the ruler is, more nearly than any other, the ideal Emperor, governing his own and other subject peoples as an Autocrat controlled by no constitutional forms, by no assemblies of representatives, either elected by the people or delegated by the States; all power is from him; his will is law.

In England there is nothing that resembles in the faintest degree any of these forms of Imperialism. Her Majesty the Queen-Empress reigns, but does not govern—not even in India, where she is hailed by the Imperial title and saluted with one hundred and one guns, and where, in one sense, she is truly Empress, in so far as that word implies sovereignty over dependent states and dependent kings and princes. Parliament governs India as surely, if not as directly, as it governs Scotland and Ireland. If there is an empire in connection with Great Britain, it is like the Imperium Romanum in the days of the Republic, the supremacy of a great ruling race over inferior

peoples and races. We are an Imperial people who, like the Romans, have gone forth conquering and to conquer, by virtue of our inherent gifts, of our military prowess, our administrative genius, our courage, perseverance, energy, common sense. Our Gracious Lady is but the representative of the great race over which she has so long and so worthily ruled, and who reigns and governs in their name and by their authority. But in England to-day Imperialism hardly means any of these things. It is used mainly in contradistinction to particularism, to Little Englandism, to the statesmanship of such men as Gladstone, who had no eyes for anything outside of the three kingdoms, whose policies were that of the vestry and not of the Senate. Imperialism signifies that attitude of mind that regards England, Ireland, Scotland, the Canadas, Australia, and the Cape as all parts of one great whole, and that longs and labours for their closer and more intimate union in a great federation ruled by a truly Imperial Parliament, with representatives from all its component peoples, and presided over by one Sovereign, Her Majesty the Queen, and her successors in God's good time.

REUTERS' MESSAGES.

LI HUNG-CHANG IN RUSSIA.

LONDON, May 9th.
Li Hung-chang has been sumptuously received by the Czar and Czarina at Zarskoe.

THE UNITED STATES.

THE PRESIDENTIAL ELECTION.

Several states have nominated Mr. McKinley as the Republican candidate for the Presidency, and there appears to be a strong likelihood of his election.

SHANGHAI SPRING RACES.

Stewards—A. McLeod, Esq., G. D. Belling, Esq., C. T. Dudgeon, Esq., J. S. Ferson, Esq., F. J. Maitland, Esq., J. A. Pond, Esq., and E. A. Probst, Esq.
Clerk of the Course—F. Ayscough, Esq.
Secretary—G. D. Belling, Esq.

OFF-DAY, SATURDAY 9TH MAY.

For the following results of to-day's races we are indebted to the local agent of the Colon Companies:—

THE BROOKER'S CUP.—Distance 1 mile.
Mr. Toog's bl. Irrawaddy 1
Mr. Linton's bl. Bulawayo 2
Mr. Sandown's gr. Chelo 3
Fifteen started. Time, 1 min. 33 sec.
THE RING CUP.—Distance 1 mile.
Mr. H. Sylvia's gr. Destroyer 1
Mr. Crawford's ch. Realisation 2
Mr. Sandown's bl. Samcar 3
Six started. Time, 3 mins. 18 sec.
THIRD RACE.—Distance one mile.
Mr. Oswald's br. Hercules 1
Mr. John Peel's ch. Heatherbell 2
Mr. Linton's pb. Black and White 3
Ten started. Time, 2 mins. 71 sec.
THE VISION CUP.—Distance 1 mile.
Mr. Linton's ch. Gospel 1
Mr. Oswald's gr. Isold 2
Mr. Robson's ch. Isoldim 3
Twelve started. Time, 1 min. 43 sec.
THE BIG SWEEP CUP.—Distance 1 mile.
Mr. Fourman's gr. Stabed 1
Messrs. Kanuch & Oswald's g. Dallo 2
Mr. Hampton's d. Zellpae 3
Four started. Time, 3 mins. 12 sec.
THE MARION CLUB CUP.—Distance 1 mile.
Mr. Linton's d. Conard 1
Mr. H. Morris's gr. Cranberry 2
Mr. Midday's d. Prince 3
Seven started. Time, 2 mins. 45 sec.
SEVENTH RACE.—Distance 1 mile.
Mr. Kanuch's g. Menell 1
Mr. Du Maurier's bl. Tibby 2
Mr. Gore-Booth's d. Detrital 3
Five started. Time, 2 mins. 44 sec.
ENCOURAGEMENT STAKES.—From the Widow's Monument one round and in.
Mr. Nemo's Brigand 1
Mr. Copenhagen's cr. Sugarcan 2
Five started.
THE MAYOR'S RACE.—Once round.
Mr. Charles's gr. Sanspareil 1
Mr. Linton's gr. Promise 2
Mr. Midday's d. Prince 3
Fifteen started. Time, 2 mins. 38 sec.

LOCAL AND GENERAL.

H.M.S. *Spartan* is stationed at Hankow.

THE *Centurion* is at present at Nagasaki.

H.M. despatch-boat *Alacrity*, having on board Vice-Admiral Buller, C.B., is in Yokohama.

THERE were eight cases of plague to-day—two in the city, one in the harbour, three in Kowloon, one at Shaikwan, and one in Aberdeen.

CARCO coolies in Bangkok seem to take it very easy—at least, a contemporary reports that they refuse to work if the weather is too hot, thus greatly delaying the discharge and loading of steamers.

THIS morning, at about 1.30, fire broke out in a broker's residence, No. 12, Sutherland Street, but the flames were extinguished almost at once. An examination of the premises showed a lot of kerosene, in buckets, tins, etc., and spilled on the floor. The master cannot be found, so the amount of loss is at present unknown. An inquiry will be held.

WE hear from very reliable sources that the China Merchants Steam Navigation Company and the Imperial Maritime Customs have lately purchased lots of land, each having about 500 feet frontage, on the West River just below Chowkwa. Mr. J. Andrews has also, we hear, purchased a much larger plot adjoining the Customs, but lower down. From what we can learn this land is most likely to be the position assigned for the new steam jetty, as it is just outside of the city of Wanchow, and is open to the sea, and is not subject to land further objections which attach to land either further up the river or on the opposite bank. The fact that the Customs and C.M.S. Merchants have bought land in this locality tends to strengthen the belief that this will be the site of a new jetty.

THE Mission steam-launch *De Spring* will call alongside any vessel holding the answering pennant, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

THE Secretary of the Panjion Mining Co., Limited, advises us that he has received the following cable from the mine, being the result of the April clean-up:—"The mill ran 27 days, crushing 1,050 tons for a yield of 500 cwt. of smelted gold. Forty tons of concentrates were calcined, yielding 100 cwt. The cyanide clean-up is not yet finished."

IT has, we believe, been decided to celebrate the Queen's Birthday on Thursday, the 28th inst., and to unveil the statue of Her Majesty, erected in commemoration of her jubilee, on the same day at about 5.30 p.m. His Excellency the Governor will perform the ceremony and a large company, including all foreign Consuls and other officials, will be invited to be present. It is hoped that there will be a turn-out of all the available Naval and Military forces to add dignity to the occasion.

MANY stories of Colonel Bouch's long experience as a hunter in Oshkosh, says the *Chicago Star*. He was once employed in a case in which he took many exceptions, and on one point continued his argument after the court had decided it. "Colonel Bouch," interposed the judge, "that point has already been decided. If you wish to discuss it further you'll have to take it to the Court of Error." "I imagined from the quality of your Honour's rulings I was in a Court of Error now," replied Bouch.

ANOTHER Triumph for Woman!—At least so it would appear at first blush, on a record that the Ladies' Chess Club has beaten the Metropolitan Club by 25 to 24 in a fifty-a-side match. One fact, however, dims the lustre of this otherwise brilliant conquest. Of the fifty ladies, thirty proudly fought their masculine opponents level, but the remaining twenty condescended to take odds, and, moreover, the odds appear to have been of an extravagant, not to say of a ludicrous character, for a public contest, for in six cases a queen was given and in the remaining fourteen a rook or a knight.

IT was decided by the Supreme Court of Michigan lately, says the *Chicago Law*, that it is not a prejudicial error in the trial of a criminal case for the prosecuting officer to call the witnesses for the defence "a lot of liars" and "a lot of dirty pups who ought not to be believed," if the circumstances of the case seem to satisfy the truth of the assertion. The Court says that, while such language is severe, there is no rule prohibiting an attorney from expressing his opinion of the truthfulness of witnesses where their testimony is conflicting and the jury will be called upon to decide between them.

CONDITIONS OF FOREIGN TRADE IN FRANCE.
The commerce of France during the year 1895 has shown a diminution of 15,000,000 francs in the imports and an increase of 3,000,000 francs in the exports, so that the balance of trade is in favour of France by 12,000,000 francs. The total amount of the balance of trade is 12,000,000 francs. The commercial balance shows a deficit of 31,000,000 francs in place of the 738,000,000 of 1894.

THE art of fencing is one of the oldest known. It is a science that has been common from the days that the human race existed. Men have to defend themselves, their property, their parents, their friends; and the thought of being armed with some trustworthy weapon was natural. Hence steel soon took the shape of a lance, a sword, a rapier, and a multitude of other weapons, which varied according to the tastes, the needs, and the skill of the inventors. Soon frequent wars brought dexterity and experience the desire to find out the best means of dealing or parrying a blow. The Athenians, Greeks and Romans, were the first to establish rules to govern fencing with the sword; for the sword, of all arms *blanchis*, was always recognised as the most dangerous, on account of its lightness and its efficiency at close quarters. Soon after the Romans became extraordinarily skilful in the art of fencing, which they reduced to settled principles and practised with passion to the short sword of her soldiers, and to their wonderful dexterity, Rome owed many a long century of power and glory. After the fall of Rome, fencing, as an art, became almost extinct, and whatever novelties may tell during the middle ages it was well-nigh unknown. Ponderous two-handed rapiers required strength and endurance, but not the beautiful skill and almost dainty play of the foil. It is to Henri St. Didier that we owe the resurrection of the art. In 1873 he taught fencing in Paris, and he was the first to give names to the different thrusts.

PROFESSOR Beyer, Rector Magnificus of Meisbach University, in the course of recent researches among the mummy graves of Akhmin, discovered nearly upon the embumbed person of an ancient Prince, an Egyptian Royal Highness, who lived some 3,400 years ago—certainly a very ancient personage.

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THE GYMKHANA.

SATURDAY, MAY 9TH, 1896.

Favoured with magnificent weather, the first Gymkhana of the season augurs well for the forthcoming summer, being a great success in every way. The large number of entries assured excellent sport, and the unusually large number of ladies present, as well as his Excellency the Governor, who watched each race closely, proved an additional incentive to the riders to do their best. The finishes were for most of the events very close and exciting, and all lovers of the "noble sport" thoroughly enjoyed themselves. The Band of the Rifle Brigade, in addition to the courtesy of the officers, lent an excellent selection of music at intervals. The details of the events follow:—

HART-MILL RACE, first prize presented; 2nd \$50; weight for inches with 7 lb. added; winners of this season to carry 7 lbs. in addition; subscription griffins and hand file polo ponies allowed 7 lbs.; entrance \$3.
Major Thomas's Morrison, 1st 5 lb.
Lieut. Taylor 1
Owner 2
Mr. Playfair's Planet, 1st 5 lb.
Mr. Power's Borderer, 1st 5 lb.
Mr. Whitehead's Vicar, 1st 5 lb.

Mr. Forbes' Simple Simon, 1st 5 lb.
Mr. Gresson 1
Morrison lead throughout, closely followed by Artexerxes, and won a good race by 14 lengths. Time 60 sec.

SIX FURLONGS HANDICAP, entrance fees with \$20 added to the winner; 2nd, \$20; 3rd saves stakes; entrance \$2, but 1 lb. in after 2 p.m. 4th May \$3 extra.
Mr. John Peel's The Laird, 1st 5 lb.
Mr. Crickshank 1
Mr. Power's Borderer, 1st 5 lb.
Mr. Noble's Grey Leg, 1st 5 lb.
Mr. John's The Sprinter, 1st 5 lb.
Mr. Taylor 1
Mr. Sheldon's Vindicator II, 1st 5 lb.
Mr. Hart Buck 1
Mr. Gresson's Dunmore, 1st 5 lb.
Owner 1
After one false start the ponies were sent off in a bunch. Entering the Straight, The Laird and Borderer came away, the former winning by three quarters of a length. Grey Leg two lengths behind. Time 1 min. 36 sec.

THE FAREWELL CUP, presented by W. A. Crickshank, Esq.; a polo pony, quarter mile, for all hand file polo ponies; catch weights over 11st 7 lb.; entrance \$2.
Mr. Taylor's Thistle, 1st 5 lb.
Mr. Whitehead's Kingscote, 1st 5 lb.
Mr. Taylor 1
Capt. Loveband's Artexerxes, 1st 5 lb.
Mr. Power 3
Mr. Whitehead's Vicar, 1st 5 lb.
Mr. Master 3
Mr. Holland's Iron Duke, 1st 5 lb.
Owner 1
After a long delay owing to the restlessness of the ponies a fair start was made. Thistle and Kingscote made the running, followed by Artexerxes, the latter coming up with a rush at the finish, but failing to secure even second place. Thistle won by a length. Time 22 sec.

A STREET RACE; first prize, a Cup presented by A. S. Watson, Esq., with \$20 added; 2nd, the entrance fees; weight for inches with 10 lb. added; subscription griffins of this season and polo ponies allowed 7 lbs.; S. C. course.
Mr. Holland's Vapour, 1st 5 lb.
Mr. Boden 1
Mr. John Peel's Bellingier, 1st 5 lb.
Mr. Gresson 2
Mr. Salmon's Q.C., 1st 5 lb.
Mr. Power 3
Mr. Lewis's Blue Grey, 1st 5 lb.
Mr. Lewis 1
Captain Burney's Baccarat, 1st 5 lb.
Owner 1
Mr. Whitehead's Kingscote, 1st 5 lb.
The O'Gorman 1

The three placed ponies kept their positions throughout, Vapour winning easily by a length. THE LADIES' NOMINATION; round course; five minutes allowed; 1 lb. who passes the winning post nearest to the time limit to win; no watch to be carried by a competitor; entrance \$2.
Nom. by
Mr. Whitehead Mrs. Moore 1
Mr. Graham Miss Maitland 3
Capt. Radcliffe Mrs. Farnham 1
Mr. Forbes Mrs. Forbes 1
Mr. Sheldon Mrs. John Andrew 1
W. A. Crickshank Mrs. Hawkins 1
Major Thomas's Morrison Mrs. Welman 1
Lt. Col. The O'Gorman Madam O'Gorman 1
Mr. Taylor Mrs. Wrotteley 1
Mr. Eady Mrs. Fyde 1
Captain Burney was first, Mr. Whitehead second and Mr. Graham third. Official time 4.54 first; 5.34 second, and 5.11 third.

THE GYMKHANA CUP, value \$100; presented from the Gymkhana fund; \$20 added; 2nd, \$20; weight for inches with 10 lb. added; 3rd, \$20; weight for inches with 10 lb. added; 4th, \$20; weight for inches with 10 lb. added; 5th, \$20; weight for inches with 10 lb. added; 6th, \$20; weight for inches with 10 lb. added; 7th, \$20; weight for inches with 10 lb. added; 8th, \$20; weight for inches with 10 lb. added; 9th, \$20; weight for inches with 10 lb. added; 10th, \$20; weight for inches with 10 lb. added; 11th, \$20; weight for inches with 10 lb. added; 12th, \$20; weight for inches with 10 lb. added; 13th, \$20; weight for inches with 10 lb. added; 14th, \$20; weight for inches with 10 lb. added; 15th, \$20; weight for inches with 10 lb. added; 16th, \$20; weight for inches with 10 lb. added; 17th, \$20; weight for inches with 10 lb. added; 18th, \$20; weight for inches with 10 lb. added; 19th, \$20; weight for inches with 10 lb. added; 20th, \$20; weight for inches with 10 lb. added; 21st, \$20; weight for inches with 10 lb. added; 22nd, \$20; weight for inches with 10 lb. added; 23rd, \$20; weight for inches with 10 lb. added; 24th, \$20; weight for inches with 10 lb. added; 25th, \$20; weight for inches with 10 lb. added; 26th, \$20; weight for inches with 10 lb. added; 27th, \$20; weight for inches with 10 lb. added; 28th, \$20; weight for inches with 10 lb. added; 29th, \$20; weight for inches with 10 lb. added; 30th, \$20; weight for inches with 10 lb. added; 31st, \$20; weight for inches with 10 lb. added; 32nd, \$20; weight for inches with 10 lb. added; 33rd, \$20; weight for inches with 10 lb. added; 34th, \$20; weight for inches with 10 lb. added; 35th, \$20; weight for inches with 10 lb. added; 36th, \$20; weight for inches with 10 lb. added; 37th, \$20; weight for inches with 10 lb. added; 38th, \$20; weight for inches with 10 lb. added; 39th, \$20; weight for inches with 10 lb. added; 40th, \$20; weight for inches with 10 lb. added; 41st, \$20; weight for inches with 10 lb. added; 42nd, \$20; weight for inches with 10 lb. added; 43rd, \$20; weight for inches with 10 lb. added; 44th, \$20; weight for inches with 10 lb. added; 45th, \$20; weight for inches with 10 lb. added; 46th, \$20; weight for inches with 10 lb. added; 47th, \$20; weight for inches with 10 lb. added; 48th, \$20; weight for inches with 10 lb. added; 49th, \$20; weight for inches with 10 lb. added; 50th, \$20; weight for inches with 10 lb. added; 51st, \$20; weight for inches with 10 lb. added; 52nd, \$20; weight for inches with 10 lb. added; 53rd, \$20; weight for inches with 10 lb. added; 54th, \$20; weight for inches with 10 lb. added; 55th, \$20; weight for inches with 10 lb. added; 56th, \$20; weight for inches with 10 lb. added; 57th, \$20; weight for inches with 10 lb. added; 58th, \$20; weight for inches with 10 lb. added; 59th, \$20; weight for inches with 10 lb. added; 60th, \$20; weight for inches with 10 lb. added; 61st, \$20; weight for inches with 10 lb. added; 62nd, \$20; weight for inches with 10 lb. added; 63rd, \$20; weight for inches with 10 lb. added; 64th, \$20; weight for inches with 10 lb. added

Notice of Firms.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. DAVID GILLIES having returned to the Colony has RESUMED CHARGE of this Company as GENERAL MANAGER. By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 5th May, 1896. [776]

SPECIAL NOTICE.

WE the Undersigned beg to notify the Public that we have this Day PURCHASED from Messrs. WING CHEONG & Co. the STOCK-IN-TRADE, FIXTURES and GOODWILL of their BUSINESS as MERCHANTS and SHIPCHANDLERS, and the Business will be conducted from this 18th day of February, 1896, as heretofore.

POOK CHEONG & Co.,
[No. 44, Praya Central.
AH YON,
Managing Partner.
Hongkong, 18th February, 1896. [399]

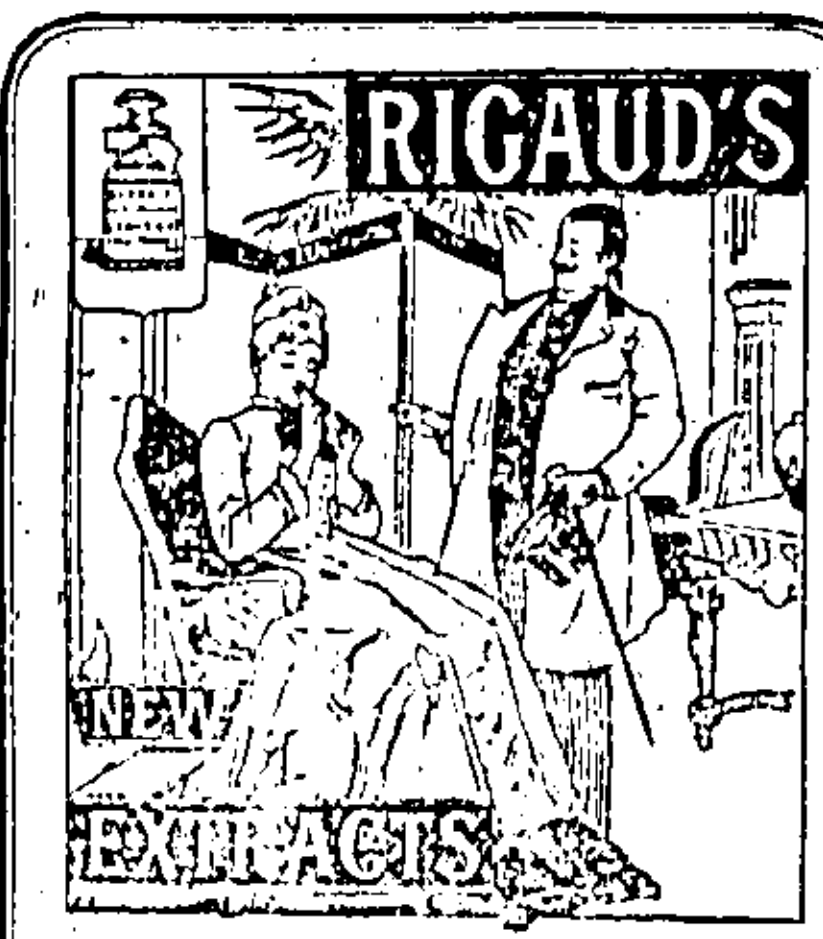
Announcements.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.

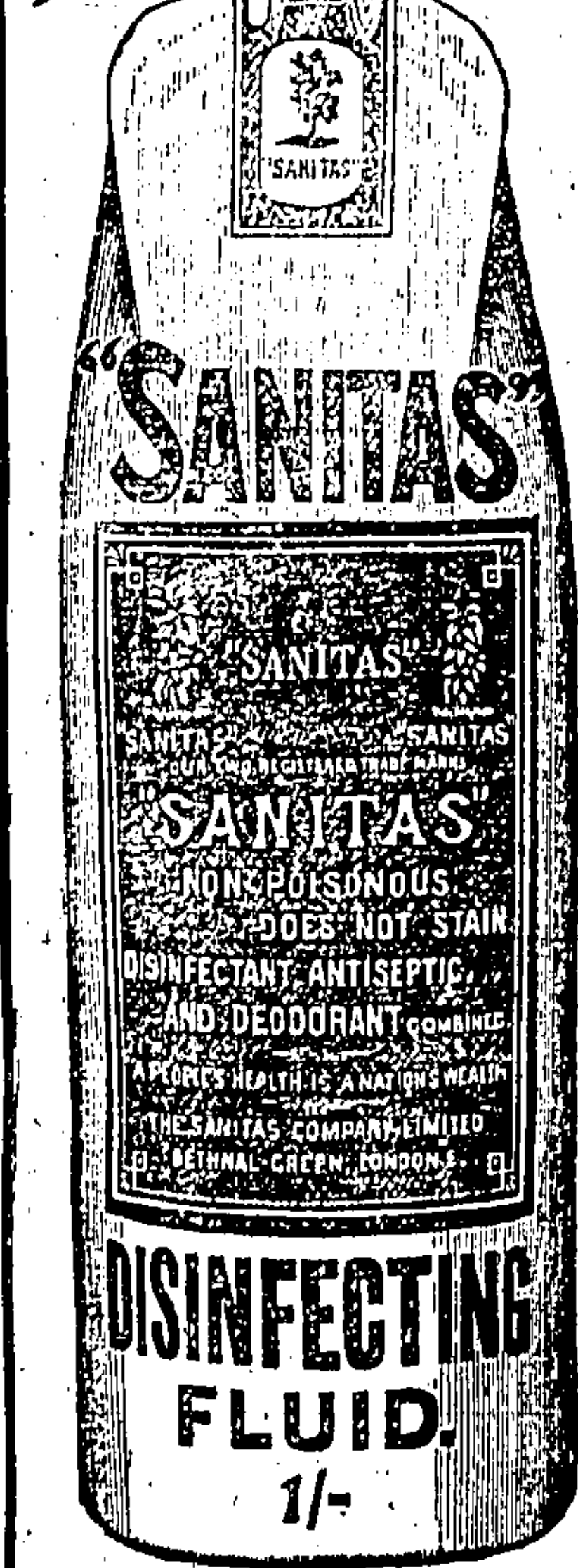
We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, Praya Central.
Hongkong, 7th October, 1895. [136]



Sweet Scents from Flowers.
RIGAUD'S WHITE VIOLETS.
RIGAUD'S WHITE ROSE.
RIGAUD'S WHITE JASMIN.
RIGAUD'S WHITE LILAC.
RIGAUD'S WHITE IRIS.

DISINFECT WITH



SANTAS
DISINFECTING FLUID
1/-

Shipping.
STEAMERS.

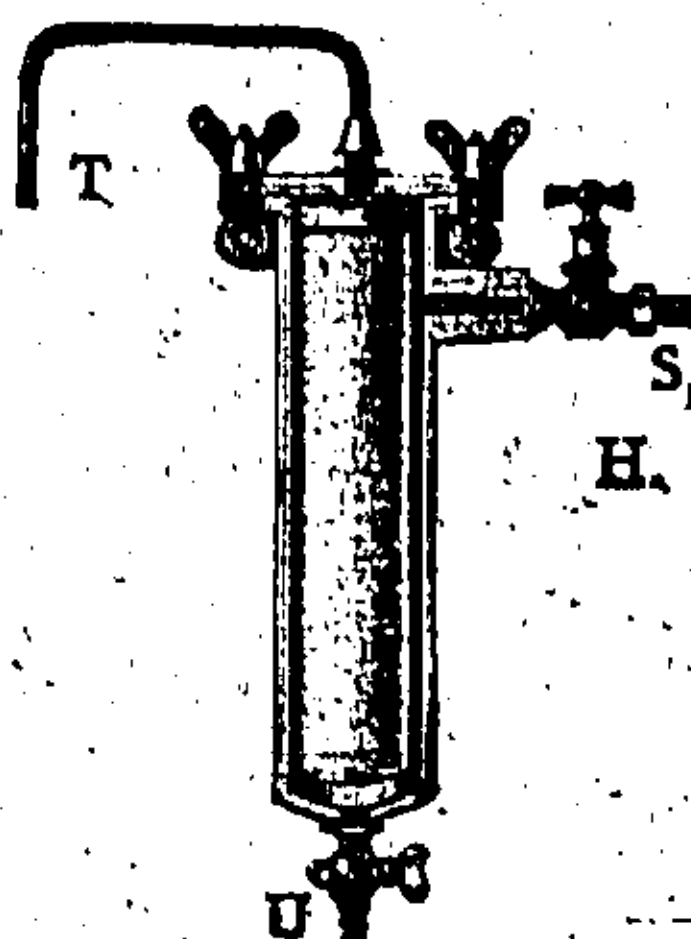
CHINA NAVIGATION COMPANY, LIMITED.
FOR CHEFOO AND TIENTSIN.

THE Steamship
"KWEIYANG,"
Capt'n Outerbridge, will be despatched on MONDAY, the 11th instant, at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th May, 1896. [177]

Intimations.

ENJOY IMMUNITY

from much Sickness and Suffering by having all your Drinking and Cooking Water Filtered through



THE BERKEFELD FILTER
AND GERM PROOF FILTERING FILMS.
Write for Opinions of the Press, Medical Experts and Patrons.
SIMPLE, EFFICIENT, RAPID AND EASILY CLEANED.

WATKINS & CO.,
SOLE AGENTS,
APOTHECARIES' HALL, 66, Queen's Road Central.

SOCIETE FRANÇAISE DES EXPLOSIFS, 7, RUE DE LISLE, PARIS.

DYNAMITE
No. 1 Blasting Gelatine, No. 1 Dynamite, Gelatine Dynamite, Gelignite, Detonators, and all necessary appliances. Trade Mark. Electric Fuses, Fuses, Electric Machines, Cable, and all necessary appliances. Trade Mark. Iridio Platinum Wire, can be obtained in any quantity, securely packed in cases of 50 lbs. each.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOURABAYA.

THE Steamship
"HUPEH,"
Capt'n Quill, will be despatched on MONDAY, the 11th instant, at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th May, 1896. [778]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Company's Steamship
"ONSANG,"
Capt'n J. Young, will be despatched as above on MONDAY, the 11th instant, at 4 P.M.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 1st May, 1896. [775]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"VINDOBONA,"
Capt'n Belen, will leave for the above places on TUESDAY, the 12th instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 6th May, 1896. [780]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Albatross.....[Friday].....15th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"ASLON,"
will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on FRIDAY, the 15th May.

Consular Invoices of Goods for United States Ports should be in QUADRUPLE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.
Hongkong, 4th May, 1896. [773]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"SARPEDON,"
Capt'n Jackson, will be despatched as above on SATURDAY, the 16th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th May, 1896. [770]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"BENAL DER,"
Capt'n Thirson, will be despatched as above on or about the 25th instant.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 6th May, 1896. [774]

JAVA, CHINA JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alteration.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOI, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.
S.S. Federation.....[To JAVA].....[May].
S.S. Germania.....[To JAVA].....[June].
S.S. Cassius.....[To JAVA].....[July].
S.S. Germania.....[To JAPAN].....[May].
S.S. Cassius.....[To JAPAN].....[June].
S.S. Federation.....[To JAPAN].....[July].

General Agents for Java & Japan, LAUREN, WEGENER & Co.,
Hongkong, 6th May, 1896. [761]

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
FOR KOBE AND YOKOHAMA.

THE Steamship
"CASPIAN,"
will be despatched for the above Ports on WEDNESDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 8th May, 1896. [780]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"MENMUIR,"
Capt'n Craig, will be despatched for the above Ports on THURSDAY, the 14th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 7th May, 1896. [785]

NIPPON YUSEN KAISHA.
FOR SHANGHAI, JINSEN AND NAGASAKI.

THE Steamship
"SATSUMA MARU,"
Capt'n F. L. Sommer, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.

This Steamer is specially fitted for Passengers, with Superior Accommodation.
For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 8th May, 1896. [790]

"RICKMERS" REGULAR LINE OF STEAMERS.
FOR ANTWERP, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN AND BLACK SEA PORTS.)
THE Company's Steamship
"DEIKE RICKMERS,"
Capt'n Seigel, will be despatched as above on THURSDAY, the 14th instant.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 8th May, 1896. [791]

SAILING VESSELS.
FOR SAN FRANCISCO.

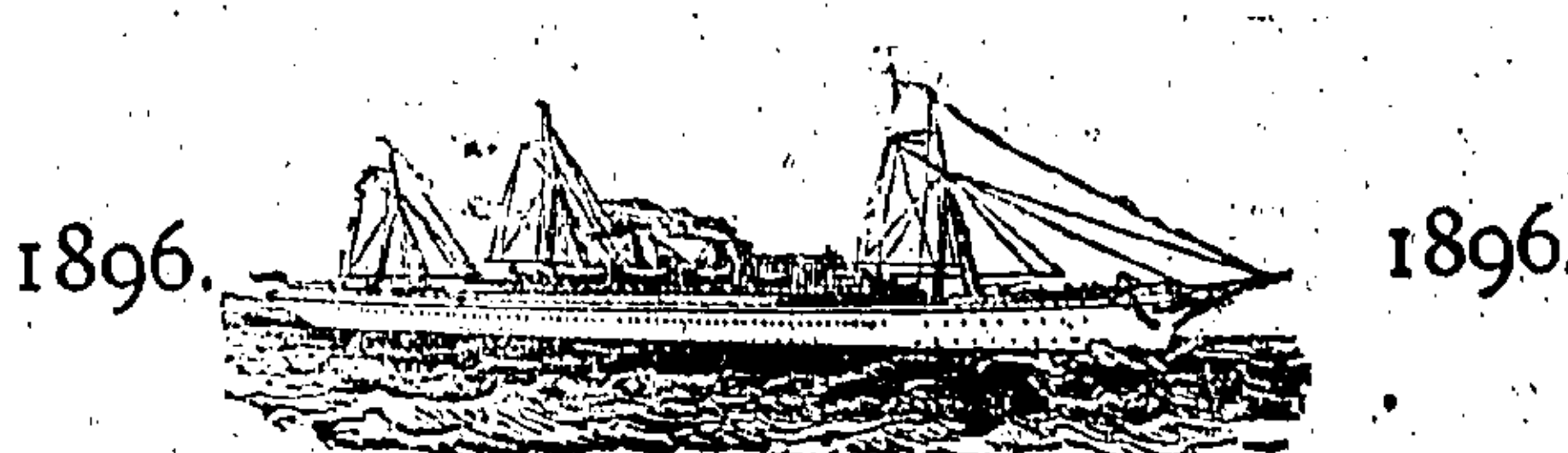
THE 100 A. L. British Ship
"QUEEN ELIZABETH,"
Fulton, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Agents.
Hongkong, 18th February, 1896. [754]

FOR NEW YORK.
THE 3 1/2 L.L. American Ship
"TAM O'SHANTER,"
Pashody, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 16th March, 1896. [724]

FOR NEW YORK.
THE 3 1/2 L.L. American Ship
"LUCILE,"
Ballard, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 2nd May, 1896. [724]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1896. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN.....Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.
EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.
EMPEROR OF INDIA.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 14th July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continental FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddar's Street. [5]

Hongkong, 20th April, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Wednesday, 13th May, at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Saturday, 30th May, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....Tuesday, 16th June, at Noon.

THE Company's Steamship
"COPTIC,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 13th May, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking by San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1896.

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GREY PAINT, DAMBLER'S PATENT MOTOR LAUNCHES, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 18th May, 1896.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctors and Stewardesses carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Olympia.....[2.6.8] Saturday.....[May 17].
Braemar.....[3.6.1] Friday.....[June 5].
Tacoma.....[2.6.10] Tuesday.....[June 23].
Victoria.....[3.16.7] Saturday.....[July 11].
Olympia.....[2.6.8] Wednesday.....[July 29].
Braemar.....[3.6.1] Sunday.....[Aug. 15].

THE Steamship
"OLYMPIA,"
Capt'n J. Truebridge, sailing at Daylight, on SUNDAY, the 17th May, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 9th May, 1896. [4]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship
"RAVENNA,"
Capt'n E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Shannon, leaving that port on the 12th June for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.
Hongkong, 7th May, 1896. [492]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THE JOINT BILL OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlsruhe.....[Tuesday].....[26th May].
Prinz Heinrich.....[Tuesday].....[13th June].
Prinzess.....[Tuesday].....[21st July].
Sachsen.....[Tuesday].....[18th August].
Bayern.....[Tuesday].....[15th Sept].
Prinz Heinrich.....[Tuesday].....[13th Oct].
Prinzess.....[Tuesday].....[10th Nov].

ON TUESDAY, the 26th day of May, 1896, at 4 A.M. the Company's Steamship "KARLSRUHE," Capt'n H. Walter, with MAILS, PASSENGERS, SPECIE and CARGO will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till 11 o'clock on SATURDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 25th May, and Parcels will be received at this Agency's Office until NOON on MONDAY, the 25th May. Contents of Packages (if required, No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Used can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 2nd May, 1896. [730]

Printed and Published by CHERRY DUNCAN at No. 7, Praya Central.

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